

REMARKS

The foregoing amendments correct improper multiple dependent claim format, and correct minor typographical errors appearing in Claims 11 and 27.

Entry and consideration of this Preliminary Amendment are respectfully requested, and favorable examination in due course is earnestly solicited.

Please charge any additional fees necessary to maintain the pendency hereof to our Deposit Account No. 19-4880.

Respectfully submitted,



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19-4880

APPENDIXVERSION WITH MARKINGS TO SHOW CHANGES MADEIN THE CLAIMS:

The claims are amended as follows:

4. (Amended) A pneumatic tire as set forth in [any of Claims 1 to 3] Claim 1, characterized in that the angle formed between said shorter diagonal lines and said auxiliary grooves is within ± 20 degrees.

5. (Amended) A pneumatic tire as set forth in [any of Claims 1 to 4] Claim 1, characterized in that said auxiliary grooves are arranged substantially on said shorter diagonal lines.

6. (Amended) A pneumatic tire as set forth in [any of Claims 1 to 5] Claim 1, characterized in that said auxiliary grooves have a depth of no less than 30 % of the depth of said main grooves.

8. (Twice Amended) A pneumatic tire as set forth in [any of Claims 1 to 6] Claim 1, characterized in that said end portion grooves are opened in said main grooves the closest to the end portions of said auxiliary grooves.

11. (Twice Amended) A pneumatic tire as set forth in [any of Claims 8 to 10] Claim 8, characterized[:] in that said end portion grooves are formed on the two end portions of said auxiliary grooves; and in that one auxiliary groove is opened in one of the main grooves opposed to each other whereas the other auxiliary groove is opened in the other of the main grooves opposed to each other.

12. (Twice Amended) A pneumatic tire as set forth in [any of Claims 8 to 11] Claim 8, characterized in that said end portion grooves are as deep as or shallower than said auxiliary grooves.

14. (Amended) A pneumatic tire as set forth in [any of Claims 1 to 13] Claim 1, characterized in that the shortest distance between the end portions of said auxiliary grooves and said main grooves the closest to said end portions is no less than 15 % but less than 35 % of the length of said shorter diagonal lines.

18. (Amended) A pneumatic tire as set forth in [any of Claims 15 to 17] Claim 15, characterized in that the angle formed between said shorter diagonal line and said central auxiliary groove portion is within ± 20 degrees.

19. (Amended) A pneumatic tire as set forth in [any of Claims 15 to 18] Claim 15, characterized in that said central auxiliary groove portion is arranged substantially on said shorter diagonal line.

20. (Amended) A pneumatic tire as set forth in [any of Claims 15 to 19] Claim 15, characterized in that said central auxiliary groove portion has a depth of no less than 30 % of the depth of said main grooves.

21. (Amended) A pneumatic tire as set forth in [any of Claims 15 to 20] Claim 15, characterized in that the angle formed between said end portion auxiliary groove portions and the neighborhood main grooves, in which said end portion auxiliary groove portions are not opened, of said main grooves is no more than 30 degrees.

22. (Amended) A pneumatic tire as set forth in [any of Claims 15 to 21] Claim 15, characterized in that said end portion auxiliary groove portions are as deep as or shallower than said central auxiliary groove portion.

24. (Amended) A pneumatic tire as set forth in [any of Claims 15 to 23] Claim 15, characterized in that said auxiliary groove includes chamfered portions formed at the two corner portions of the opened portions of said auxiliary groove in the tread, when viewed in a section normal to the longitudinal direction at each point of the longitudinal direction.

27. (Amended) A pneumatic tire as set forth in [any of Claims 24 to 26] Claim 24, characterized in that the maximum of the length L of said chamfered portions, as measured in parallel with the tread, in said section normal to the longitudinal direction of said auxiliary groove is no less than 5 % and no more than 50 % of the maximum width W, as [measureds] measured in the tire axial direction, of the land portion having said auxiliary groove.

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